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**I-5: Marine Drive Interchange Area  
Management Plan**

**Portland, Oregon**

**Oregon Department of Transportation**

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## Introduction

The Marine Drive Interchange Area Management Plan (IAMP) has been prepared for the Columbia River Crossing (CRC) project, which would reconstruct the crossing over the Columbia River of Interstate 5 (I-5) between Oregon and Washington. The project area includes roughly a quarter mile on either side of the I-5 alignment, extending to the southern edge of Delta Park in the south, and north to Salmon Creek in Washington State (Figure 1). The project would replace the existing interchange on Marine Drive with a new one. Additional information regarding the CRC Project can be found in the Draft Environmental Impact Statement for the project.



FIGURE 1. CRC Project Area.  
(Source: CRC Draft EIS)

The Marine Drive interchange is located in the City of Portland. It is the northernmost interchange on I-5 on the Oregon mainland, with only the Hayden Island interchange located farther north in the state of Oregon (Figure 2).

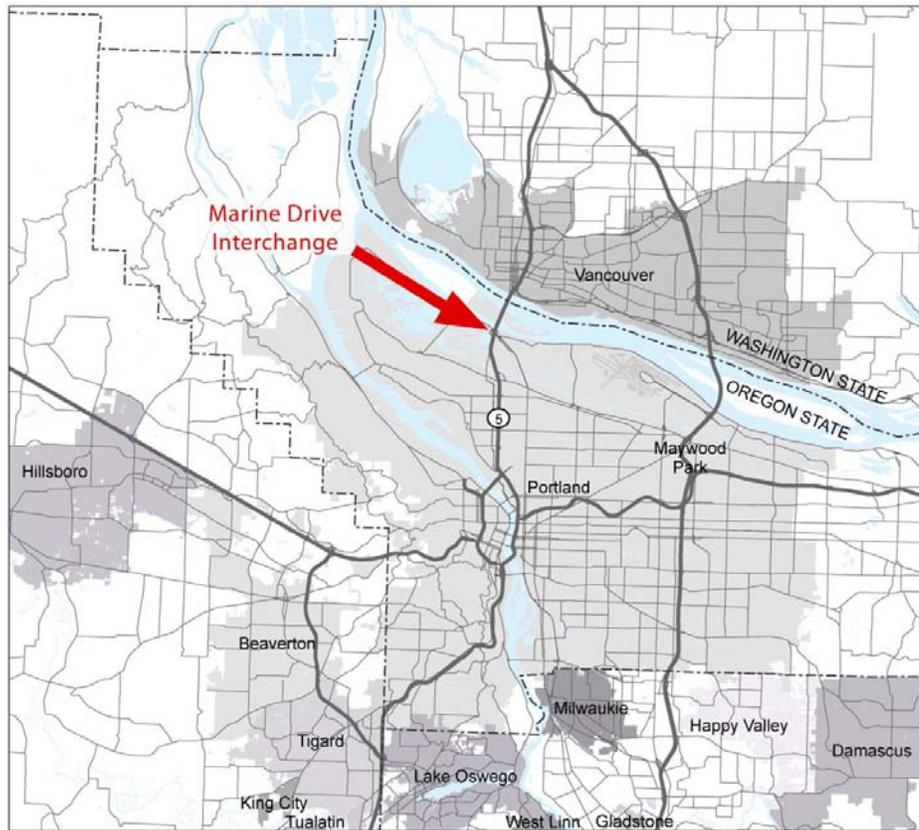


FIGURE 2. Marine Drive Interchange Vicinity Map.

The new Marine Drive Interchange will alleviate recurring congestion that negatively affects passenger, freight, and transit movements in the interchange area and along the I-5 corridor, as well as provide additional connectivity for pedestrian, bicycle, and local vehicular trips. The new interchange will be a Single-Point Urban Interchange (Figure 3). This design will channel left turns onto and off of I-5 ramps, as well through movements on NE Martin Luther King Junior Boulevard (MLK), through one central interchange, with stop- or yield-controlled right turns from off-ramps and onto on-ramps. The free-flow movement from southbound I-5 to westbound N Marine Drive will particularly improve mobility by accommodating heavy truck volumes heading to the area west of the interchange. A free-flow flyover ramp will connect motorists moving eastbound on N Marine Drive to northbound I-5, and a second free-flow ramp will connect motorists moving northbound on MLK to northbound I-5. A new, braided southbound I-5 entrance ramp from N Marine Drive will separate vehicles entering the highway from vehicles exiting at Victory Boulevard, eliminating the cross-traffic weave that exists today; local movements from Bridgeton to Kenton will use N Expo Road, as I-5 southbound will no longer provide a connection between the Marine Drive and Victory Boulevard interchanges. Dedicated ramps will connect the Marine Drive and Hayden Island interchanges, allowing travelers to enter at one interchange and exit at the other without needing to use the I-5 mainline.

The CRC project is currently exploring options for deferring certain components of the interchange, to be constructed separately in the future when funding becomes available. Components currently under consideration for construction as a later phase include the eastbound Marine Drive/northbound I-5 on-ramp, the westbound MLK/northbound I-5 on-ramp, and the braided southbound I-5 entrance ramp (all shown as yellow outlines on Figure 3). The interim design not including these components will be referred to as LPA Phase 1, in contrast with the LPA Full Build design. This IAMP will address LPA Full Build, but it has been developed to be compatible with LPA Phase 1 or other possible interim phases to be determined later in the CRC project development process.

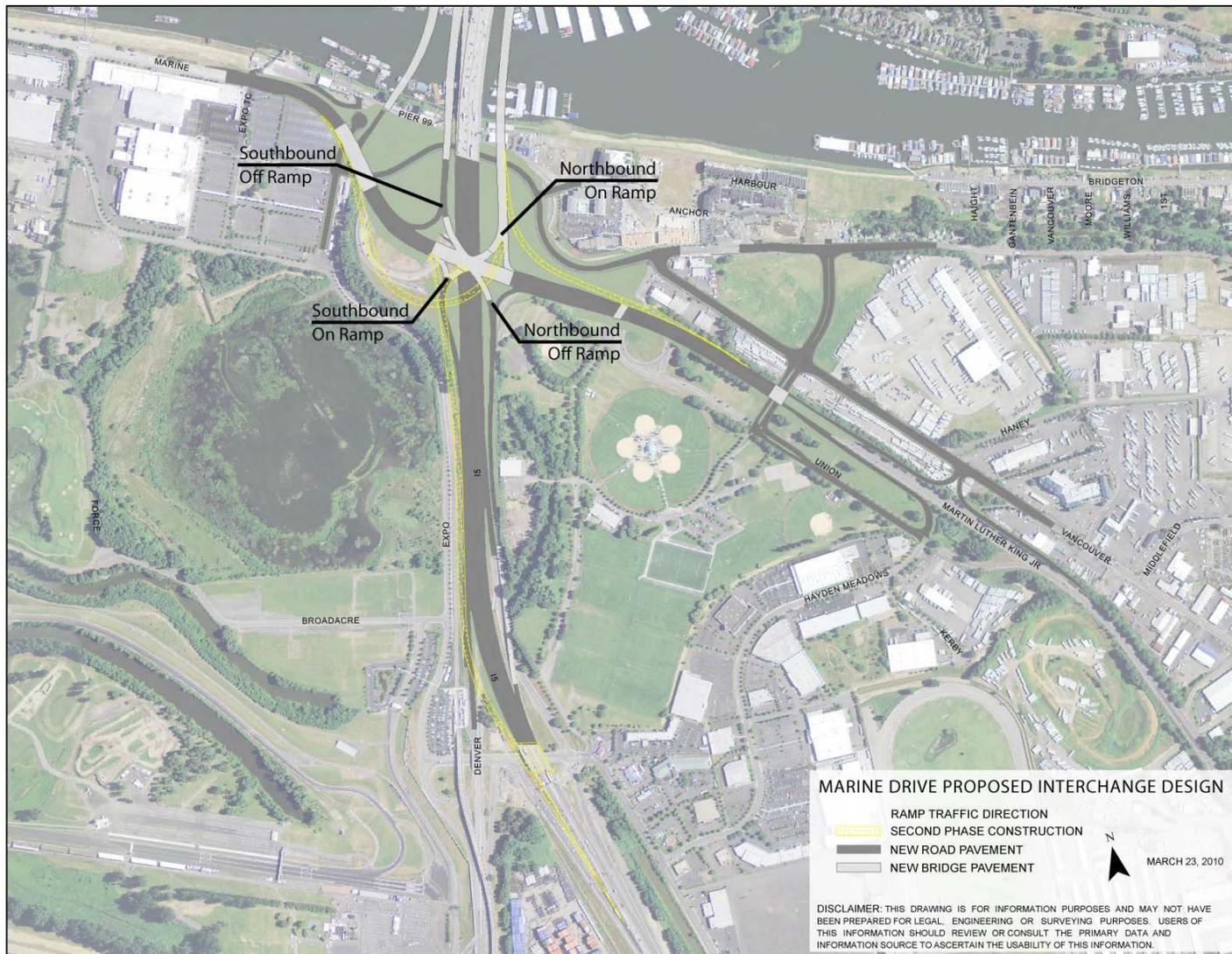


FIGURE 3. Marine Drive Interchange Design: LPA Phase 1 with LPA Full Build Overlay.

## ***IAMP Purpose***

OAR 734-051-0155 requires that an IAMP be prepared for any new interchange and recommends an IAMP for significant modifications to existing interchanges. The purpose of an IAMP is to ensure safe and efficient operations between connecting roadways, to protect the function of the interchange, and to minimize the need for future major interchange improvements. Because new interchanges are very costly, state and local governments and citizens have an interest in ensuring that they function as intended and for as long a period as possible, while still supporting planned land use.

OAR 734-051-0155(7) requires an IAMP to comply with the following criteria, unless the plan documents why compliance with a criterion is not applicable:

- a. Be developed no later than the time an interchange is designed or is being redesigned.
- b. Identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt policies, provisions, and development standards to capture those opportunities.
- c. Include short, medium, and long-range actions to improve operations and safety within the designated study area.
- d. Consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches.
- e. Provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years.
- f. Consider existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning.
- g. Be consistent with any applicable Access Management Plan, corridor plan or other facility plan adopted by the Oregon Transportation Commission.
- h. [Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan.](#)

The IAMP will also need to be consistent with policies, provisions, and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan.

## ***Problem Statement***

The challenge for this IAMP is to ensure the safe and efficient operation of the Marine Drive interchange, while providing for multimodal access to and circulation between land uses in the interchange vicinity. The Marine Drive Interchange is located in a

unique area, surrounded by a mix of recreational and industrial uses. The issues addressed by this IAMP include:

- This interchange serves the highest volume of freight of any interchange in the Portland Metropolitan Region. Freight users have specific needs that need to be accounted for.
- Ross Island Sand and Gravel and Diversified Marine each have access to Marine Drive in close proximity to the interchange, and have unique site requirements that are served by their locations on the Portland Harbor. Other locations suitable to their operations are rare and may not exist. The proximity of their current approaches to the proposed interchange, combined with the character of Marine Drive as a high speed facility heavily used by freight vehicles, result in safety issues.
- Local residential traffic also utilizes the interchange. Local traffic on the east side would better served by other local connections to the west side without traveling through the interchange. This would allow better access to the light right station and other destinations on the west side.
- The Portland Expo Center is a popular regional destination for major events and a long standing Portland institution. Future redevelopment plans could result in conflicts at points of access to Marine Drive or conflicts with the function of the interchange.

## ***IAMP Goals and Objectives***

The goals of the Marine Drive IAMP are to:

- Ensure safe and efficient operations between connecting roadways and to protect the function, operations, and safety of the interchange.
- Support the purpose, need, goals and objectives of the Columbia River Crossing project.
- Establish that ODOT and the City of Portland will continue to coordinate development activities in the vicinity of the interchange.
- Support the goals and objectives established by the policies and standards of both ODOT and the City of Portland.
- Support existing land uses and land uses listed as “allowed” or “limited” by current city code for the area in the vicinity of the interchange. Support uses that are listed as “conditional” in current city code when the uses will not have a significant adverse effect on the interchange.

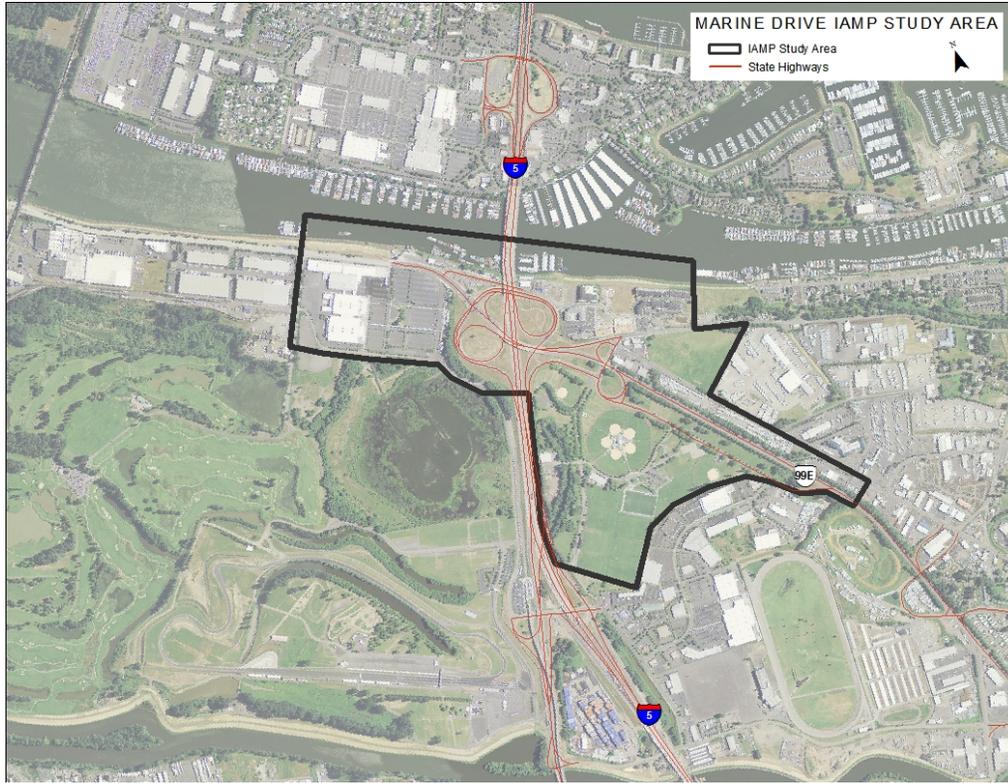


Figure 4. Marine Drive IAMP Study Area.

The objectives of the Marine Drive IAMP are to:

- Define the function of the interchange.
- Develop a multi-modal transportation system and access management plan that assures safe and efficient operations in the interchange area. To the extent possible, meet Oregon Highway Plan mobility and access management spacing standards. To the extent possible, meet City of Portland transportation standards.
- Ensure there is adequate capacity to meet projected demand in the interchange management area during the planning horizon.
- Develop a plan that is coordinated with the Columbia River Crossing project and City of Portland adopted plans.
- Support development of a local street network that can accommodate local trips without requiring travel through the interchange.
- Provide the framework for developing an access management strategy and further design refinements of the CRC project.

## **Marine Drive IAMP Study Area**

Figure 4 shows the boundaries of the study area for the Marine Drive IAMP. It encompasses the area in the vicinity of the interchange where circulation, property access, and traffic generated by land uses could significantly impact the function, safety,

and operations of the interchange. The traffic analysis in Appendix B analyzed traffic generation and operations within this study area.

The Marine Drive interchange serves traffic from a wide area along the Columbia Corridor from Marine Terminal 6 on the Columbia River to the west to the Portland International Airport to the east. This interchange is critical to freight movement in the Columbia Corridor and provides the critical link to Interstate 5.

## Existing Conditions

### Existing Land Use

The Region's 2040 Growth Concept designates a large portion of the area served by the Marine Drive interchange as regionally significant industrial land. In addition, the IAMP study area includes a light rail station community, an inner neighborhood and large open spaces on both sides of the interstate. These 2040 designations are significant in the strategy to plan for the region's future. The industrial areas are deemed critical to maintaining a healthy regional economy, while the station communities are essential to accommodating anticipated population growth.

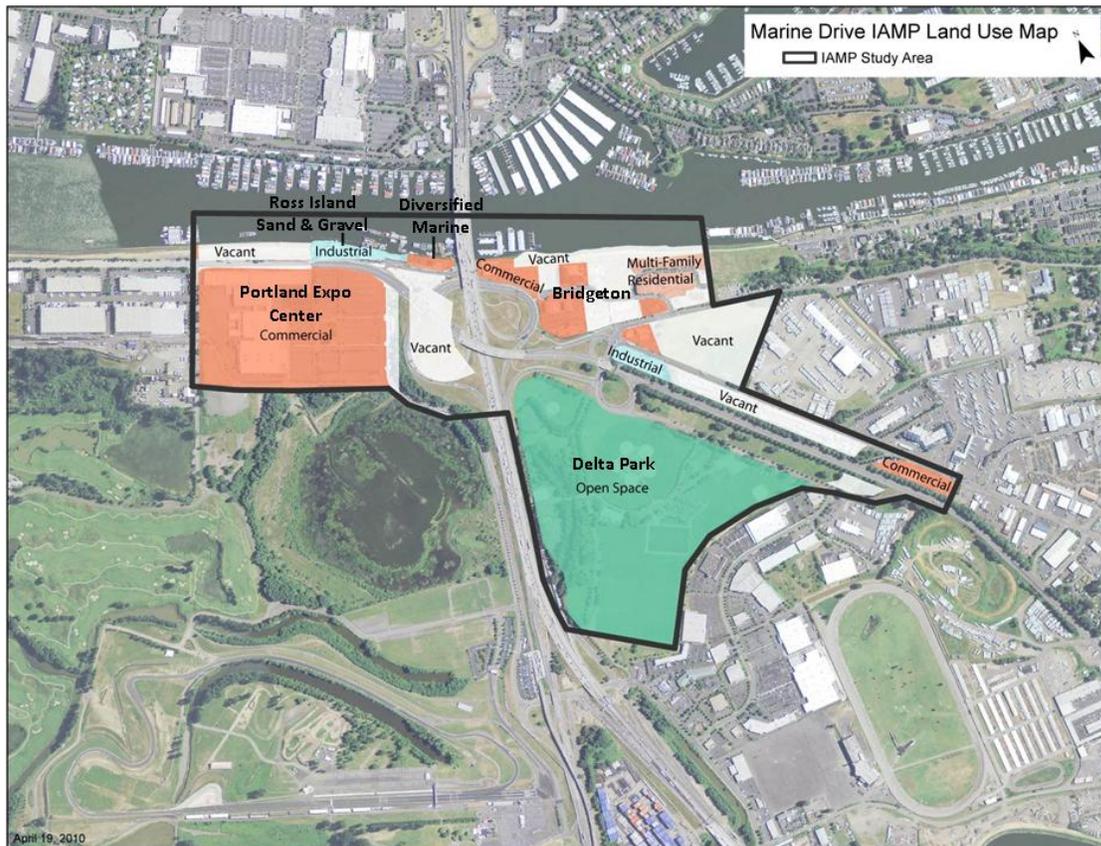


FIGURE 5. Existing Land Uses in the Marine Drive IAMP Study Area,

The Marine Drive interchange serves a variety of industrial businesses and port facilities, as well as, commercial establishments, the Bridgeton Neighborhood, public facilities and parks (Figure 5). Several highly specialized industrial uses exist in the vicinity of the interchange, including Diversified Marine and Ross Island Sand and Gravel. The Portland Exposition (Expo) Center and associated parking lots occupy a large area southwest of the current interchange and is served by the northernmost existing stop on the Yellow Line of the MAX Light Rail. There is multi-family residential housing on the south shore of North Portland Harbor to the east of I-5. Other cultural and recreational resources in the IAMP study area include Delta Park, which offers paths, ball fields and a dog off-leash area; and the Marine Drive Multi-Use Trail, a segment of the 40-Mile Loop Trail inspired by the 1903 Olmsted Plan.

### Existing Private Property Approaches

There are no private property approaches to MLK in the vicinity of the interchange to the east. To the west of the interchange, there are three properties with approaches to N Marine Drive in the interchange vicinity: Ross Island Sand & Gravel (a river-dependent industrial business located on taxlot 2N1E33DD -00400), Diversified Marine (a river-dependent industrial business located on taxlot 2N1E33 -00300 and leasing taxlots 2N1E33 -00700 and 2N1E33 -00800 from ODOT), and the Portland Expo Center (located on taxlot 2N1E33 -00200) (Figure 6). The Expo Center can also be accessed via N Expo Road.

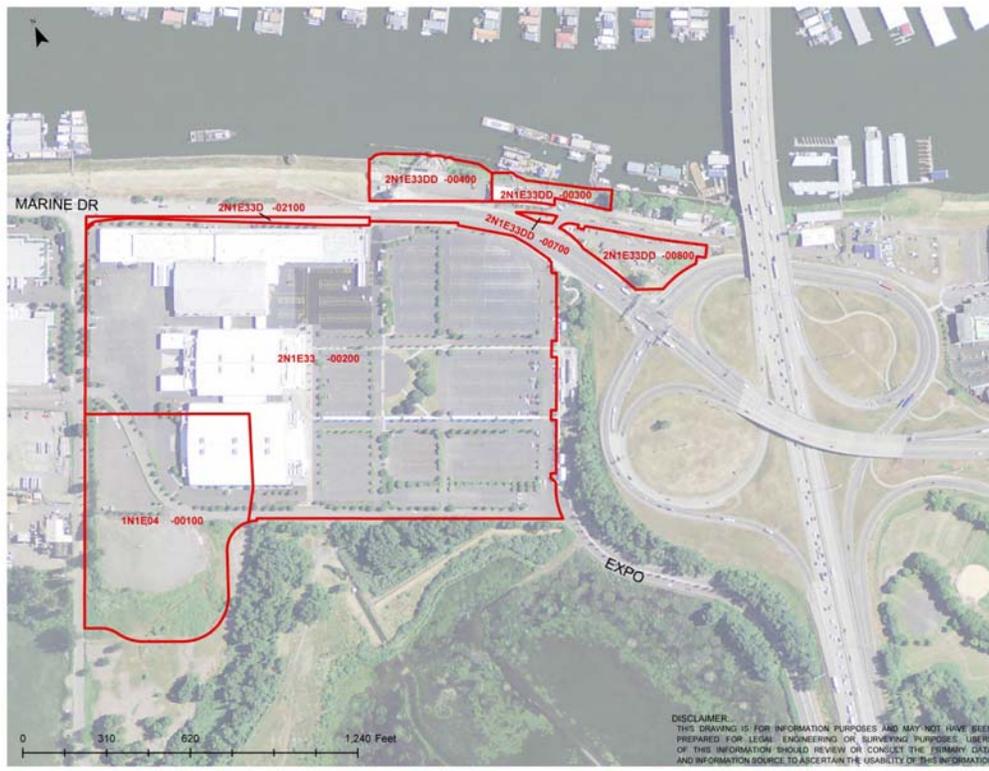


FIGURE 6. Properties with Private Approaches to N Marine Drive to the West of the Interchange.

## **Alternatives Analysis**

The Marine Drive Stakeholder Group (MDSG) met 8 times over a 14 month time period to advise the CRC on the interchange design, local circulation, and access management in the interchange area. The participants in this group, the evaluation process they followed and the options they considered are described in Appendix C.

The selected alignment best meets the criteria established by MDSG and the goals and objectives of this IAMP:

- Provides improved operational characteristics for freight mobility;
- Provides improved local circulation in the vicinity of the interchange;
- Allows for access to waterfront-dependent businesses and the Expo Center.

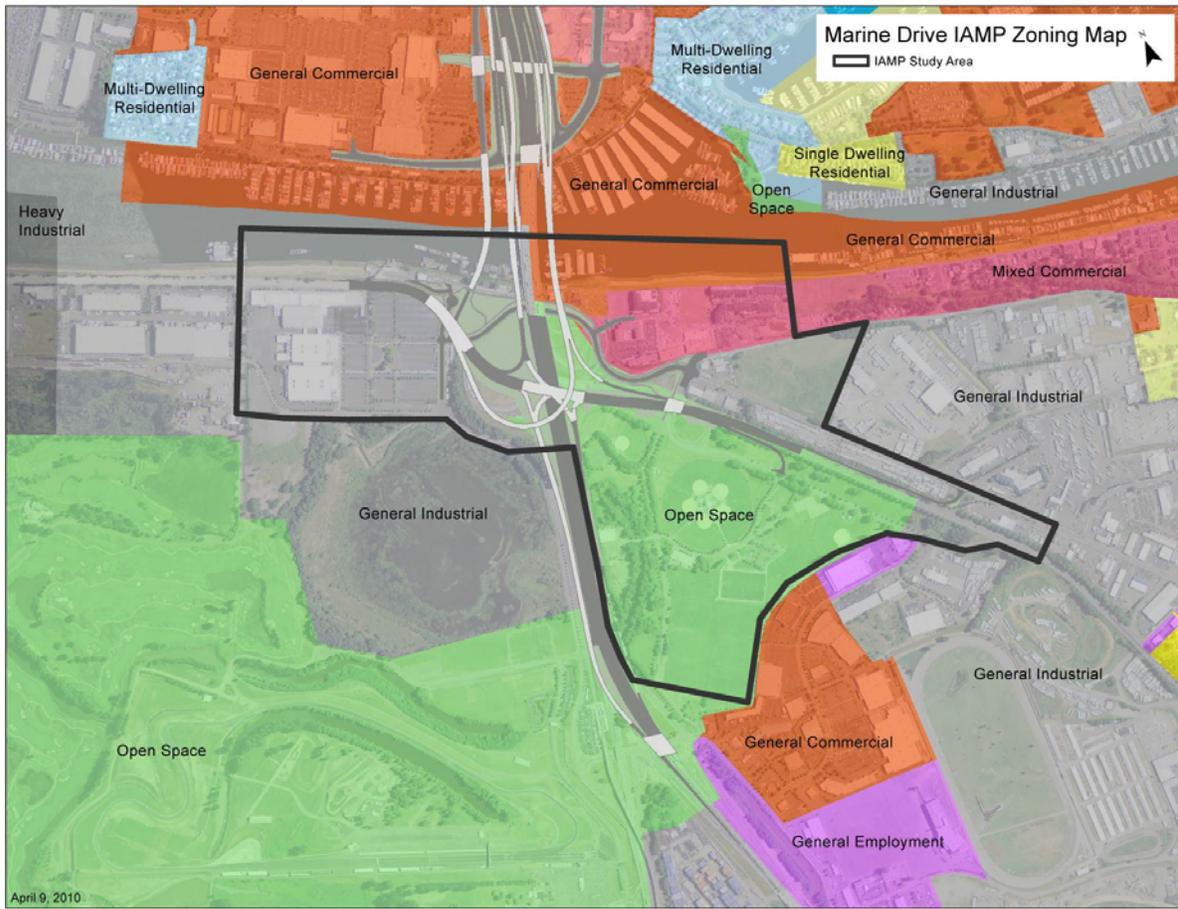
The MDSG process did not determine the design and location of connections between MLK and the neighborhoods to the east of the interchange; instead, it was agreed that the project would later engage representatives of the groups who had been involved in the MDSG and who were most affected by design work. As local street designs were refined in subsequent months, the CRC project consulted the city; the bicycle, pedestrian, and freight communities; and the neighborhoods to review the options developed. Similarly, when the CRC project developed the phased implementation plan for the interchange, they consulted representatives of the Port of Portland, the city, and the bicycle, pedestrian, and freight communities.

## **Future Conditions**

### **Future Land Use**

The City of Portland Comprehensive Plan is the adopted land use plan for the city. The Portland Zoning Code (Title 33) contains land use provisions that implement the Comprehensive Plan while guiding new development. The land use regulations contained in these documents establish the allowed uses within the study areas (Figure 7):

- General commercial (CG) zones are located in two areas: just east of I-5 on a narrow swath along the North Portland Harbor, and in the Delta Park retail center near the Victory Boulevard interchange. The CG zone allows a full range of retail and service uses with a local and regional market, and is intended to allow auto-accommodating commercial development.
- A mixed commercial (CM) zoned area is situated east of the Marine Drive interchange, along the north side of Marine Drive. CM zone allows residential and commercial uses, which are intended to be pedestrian-oriented. Commercial uses are intended to be locally oriented retail, service and office uses.



**FIGURE 7.** City of Portland Zoning for the Marine Drive Interchange Area.

- General employment (EG2) zoning exists in two locations east and southwest of the Delta Park retail center. The EG2 zone is intended to accommodate industrial and industrial-related uses, and generally applies to properties on larger lots with an irregular block pattern.
- General industrial (IG2) zoning is located throughout the area and can be found due west of the Marine Drive interchange, and east of the interchange between Marine Drive and Highway 99E. The IG2 zone is to implement the industrial sanctuary map designation in the city’s Comprehensive Plan. It allows most industrial uses, and restricts other uses to prevent potential conflicts, and to preserve land for industry. The IG2 zone generally applies to larger lots and those with an irregular block pattern. On approximately 60 acres of IG2-zoned land southwest of the interchange, the Metropolitan Exposition Recreation Commission (MERC) operates the Portland Expo Center under a conditional use master plan. The master plan must be updated every 10 years, and was last updated in 2001.
- Open space (OS) areas are designated in two locations: southeast of the Marine Drive interchange (Portland’s Delta Park sports and recreation facility), and southwest of the Marine Drive interchange (the Portland International Raceway).

City of Portland staff has stated the city has no current intentions to pursue legislative plan or zone amendments near the Marine Drive interchange. The Metropolitan Exposition Recreation Commission (MERC) intends to update the conditional use master plan for the Expo Center to replace existing surface parking with parking structures and integrated uses, such as small-scale retail, that are supportive of the Expo Center. Additionally, the prospective master plan update would create a gridded street system for local circulation through the MERC property. The City criteria for approving a conditional use master plan update include that the transportation system be capable of supporting the proposed use in addition to the existing uses in the area (see p. 17).

### **Future Traffic Operations**

Martin Luther King Blvd at this location is classified as a statewide highway and is on the National Highway System (NHS). Marine Drive to the west of the interchange is also a statewide highway and is on the NHS. Statewide highways provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports and major recreation areas that are not directly served by interstate highways. The management objective of statewide highways is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.

The design of the improved Marine Drive interchange is considered adequate to accommodate forecasted trips from planned land uses, both in the immediate vicinity described above and the broader region, through the 2030 horizon year. Traffic analysis shows that under LPA Phase 1 conditions, ramp terminals in the study area will have volume-to-capacity (v/c) ratios of 0.71 or better, compared to v/c ratios of 0.51 or better for LPA Full Build. Under either LPA Phase 1 or LPA Full Build conditions, intersections in the study area will have v/c ratios of 0.72 or better and levels of service (LOS) of C or better in 2030 (see Appendix B). Therefore, both LPA Phase 1 project construction and LPA Full Build improvements are predicted to meet Oregon Highway Plan (OHP) mobility standards of 0.85 v/c at ramp terminals and City of Portland mobility standards of LOS D for signalized intersections and LOS E for stop-controlled intersections, providing operational characteristics consistent with the highway classification objectives described above.

Based on current CRC project designs, the approach to Ross Island Sand & Gravel appears to connect to N Marine Drive less than 1320' beyond the end of the future SB off-ramp taper (the minimum distance ODOT access spacing standards<sup>1</sup> identify for approaches before or after an urban interchange on- or off-ramp). Ross Island Sand & Gravel will have alternative access via a cul-de-sac at the north end of N Expo Road after project construction. The Portland Expo Center has three reservations of access for approaches to N Marine Drive. These approaches may be located within 1320' of the taper for the SB on-ramp. Decisions regarding these accesses will be made during final design of the interchange. The Expo Center can also be accessed via N Expo Road. Diversified Marine, a river-dependent business located due east of Ross Island Sand &

[Gravel, will be connected to the local road system by a cul-de-sac at the north end of N Expo Road after project construction and will not have direct access to N Marine Drive.](#)

[The construction of the CRC project improvements is expected to increase utilization of the Expo Center MAX Station, which is currently located at the end of the Yellow Line and primarily serves Expo Center events. The CRC project will extend the Yellow Line across the Columbia River into Clark County, adding seven new stations to the north of the Expo Center Station. Changes to the local circulation system around the Marine Drive interchange will also increase station accessibility from the Bridgeton neighborhood.](#)

### **Future Local Circulation**

Local circulation and access to I-5 will change with the construction of the new interchange, but [the local system changes planned as part of the CRC project](#) will provide for all the connections that exist today.<sup>2</sup> N Marine Drive [on](#) the east side of the interchange [will transition into a local street](#), travel under the I-5 mainline to the north of the interchange, and intersect with N Expo Road (Figure 8). This will improve connectivity between land uses to the east and west of the interchange by providing an alternative route that bypasses the interchange itself, also increasing access to the light rail station on the west side of the interchange. New bicycle and pedestrian facilities will also follow this general route, replacing existing connections which can be confusing and hard to locate for travelers unfamiliar with the area. A new cul-de-sac connection will serve Diversified Marine and also provide alternative access to Ross Island Sand and Gravel.

Motorists exiting at the interchange and traveling to the neighborhoods [and businesses](#) to the east of the interchange will drive southeast on MLK [and exit on a new connection to make a right turn onto](#) N Union Court. [A new grade-separated roadway under MLK will provide access from N Union to N Vancouver Way and N Marine Drive.](#) To return from these neighborhoods [and businesses](#) to the interchange, motorists will drive southeast on N Vancouver Way to the new connection to MLK, which will allow them to turn right toward the interchange. [To travel from these neighborhoods and businesses to southbound MLK, motorists will drive south from N Vancouver way on the new local connection to N Union Court, travel southeast on N Union, and then move onto southbound MLK.](#)

The new interchange and local street connections will increase safety for travelers in the area and decrease conflicts between freight and passenger traffic. However, out-of-direction travel will increase for travelers moving between the interchange and the neighborhoods to the east of the interchange.

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<sup>2</sup> The preferred local circulation alternative was developed through the Marine Drive Stakeholder Group process, which is described in the [Alternatives Analysis](#) section on p. [12](#).

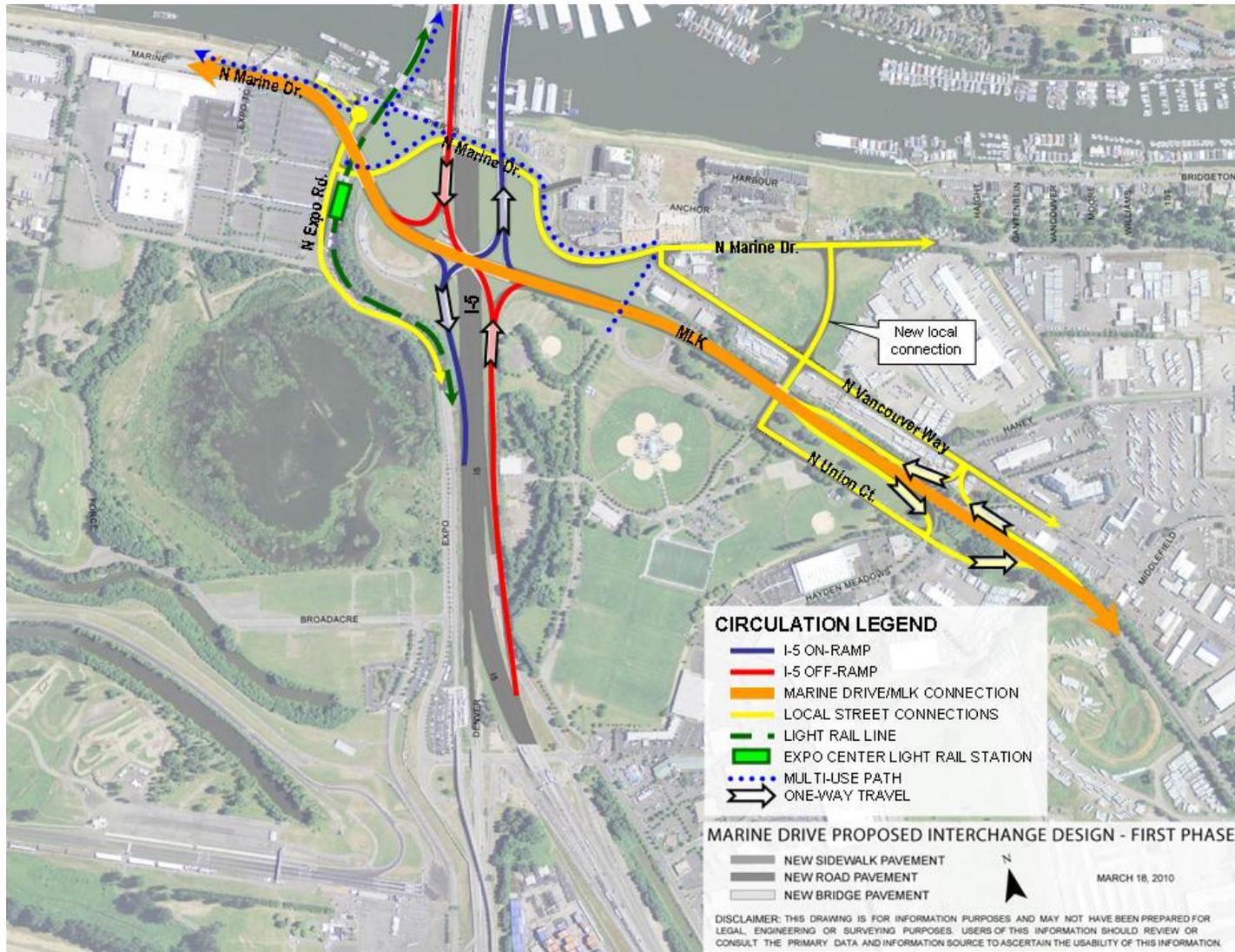


FIGURE 8. Planned Circulation in the Marine Drive Interchange Area.

## ***Interchange Area Management Plan***

### **Marine Drive Interchange Function Statement**

The primary functions of the Marine Drive Interchange are to serve industrial access and goods movement by connecting the Marine Drive industrial and employment corridor to I-5, and to provide a connection from Hayden Island to the mainland. Other functions are to provide regional access for existing residential areas near the interchange, serve special events at the Portland Metropolitan Exhibition Center (Expo), and serve nearby recreational uses including East Delta Park.

The Marine Drive Interchange is not intended to serve or encourage highway-oriented commercial or large format retail development beyond that already existing or allowed outright by city code in the vicinity of the interchange.

### **Land Use Assumptions**

ODOT is relying on the existing City of Portland zoning designations in the interchange study area as the land use component of this plan (Appendix A). With regard to future conditional use approval for the Expo Center property, the following conditional use criteria identified in City of Portland Code (Title 33) are established to ensure the proposed uses on the site are not detrimental to the character of the industrial area:

- The proposed use will not have significant adverse effects on nearby industrial firms, and on truck and freight movement;
- The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
- The proposed use will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes;
- The proposed use needs to be located in an industrial area or building because industrial firms or their employees constitute the primary market of the proposed use; and
- City-designated scenic resources are preserved.

The City of Portland will engage and coordinate with ODOT to address impacts to the transportation system in the vicinity of the interchange.

## Circulation and Access Management Plan

The following provisions are applicable to access decisions in the I-5: Marine Drive Interchange Management Area:

1. The IAMP adopts the CRC project conceptual designs for circulation between the interchange, state roads, and local roads in the study area, as shown in Figure 8.<sup>3</sup>
2. ODOT will purchase [additional](#) access control [as needed so as to own access control from approximately N Force Avenue](#) to the [N Union Court](#) connection, [as shown in Figure 9](#). ODOT will maintain access control in these areas in the future.
3. During project development and when redevelopment occurs subsequent to construction of the Marine Drive interchange, ODOT will seek to move in the direction of meeting OHP access spacing standards ([Figure 10](#)), as feasible considering what is sufficient to allow the authorized use of the property.
4. Private approaches to city streets are subject to City of Portland approval.

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<sup>3</sup> The CRC project is continuing to work with the city of Portland and the stakeholders in the Marine Drive interchange area to refine the designs for the connections between MLK and the Kenton and Bridgeton neighborhoods to the east of the interchange (via N Union Court and N Vancouver Way). This and other design refinements providing the general local connections shown in Figure 8 and moving in the direction of OHP access spacing standards shall be considered to be consistent with this IAMP.

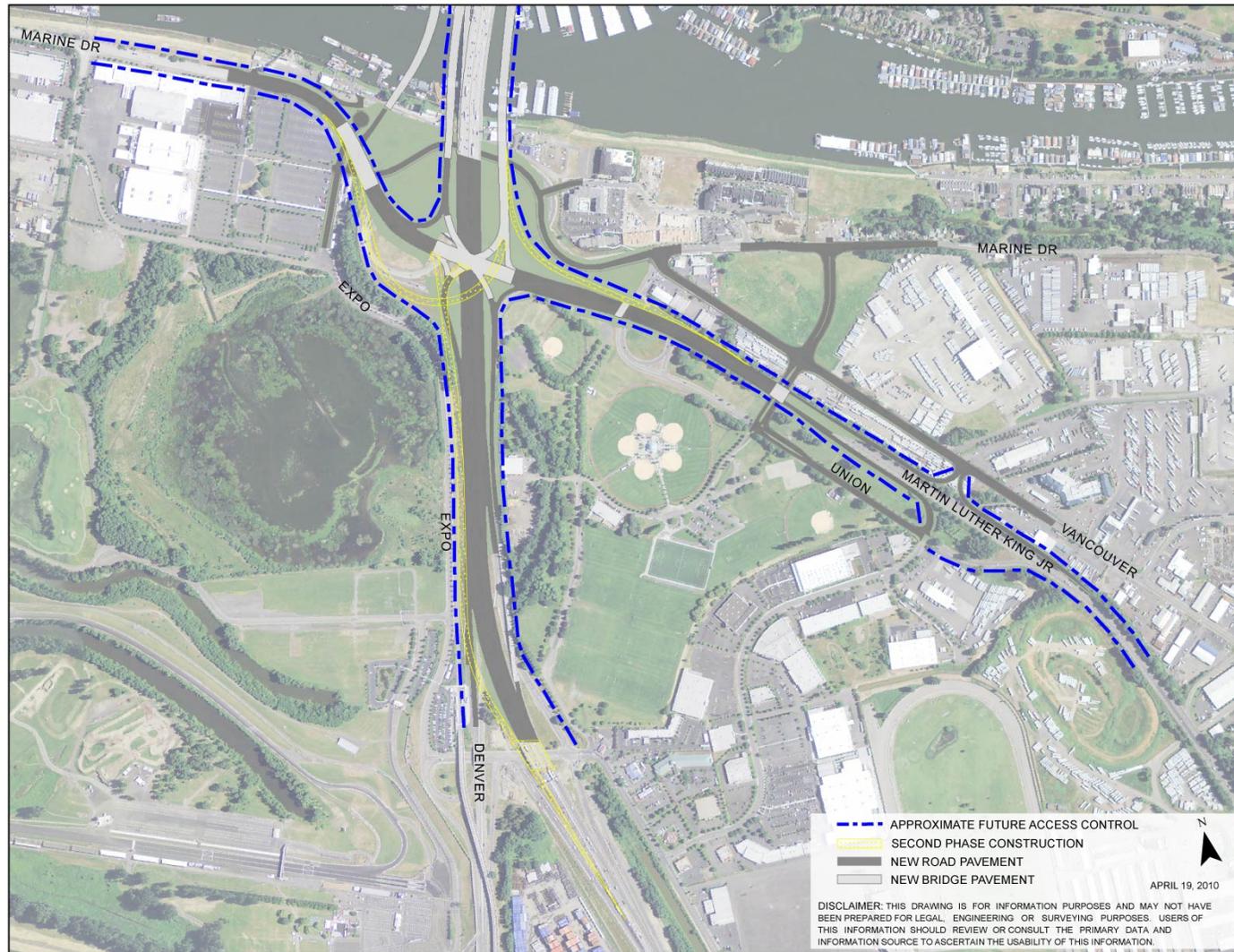


Figure 9. Future Access Control in the Marine Drive Interchange Area.

FIGURE 10. Oregon Highway Plan (OHP) Access Management Spacing Standards for NE Martin Luther King Junior Boulevard (left) and N Marine Drive (right) in the Marine Drive Interchange Area.

Table 13: Access Management Spacing Standards For Statewide Highways (1)(2)(3)(4)

(Measurement in Feet)\*

Posted Speed <sup>(5)</sup>	Rural Expressway **	Rural	Urban Expressway ** ***	Urban ****	STA
≥55	5280	1320	2640	1320	
50	5280	1100	2640	1100	
40 & 45	5280	990	2640	990	(6)
30 & 35		770		720	(6)
≤25		550		520	(6)

Notes: The numbers in parentheses refer to explanatory notes that follow tables 13-15.

- \* Measurement of the approach road spacing is from center to center on the same side of the roadway.
- \*\* Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- \*\*\* These standards also apply to Commercial Centers.
- \*\*\*\* The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

Table 17: Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads

Category of Mainline	Type of Area	Spacing Dimensions			
		A	X	Y	Z
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	2 mi. (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

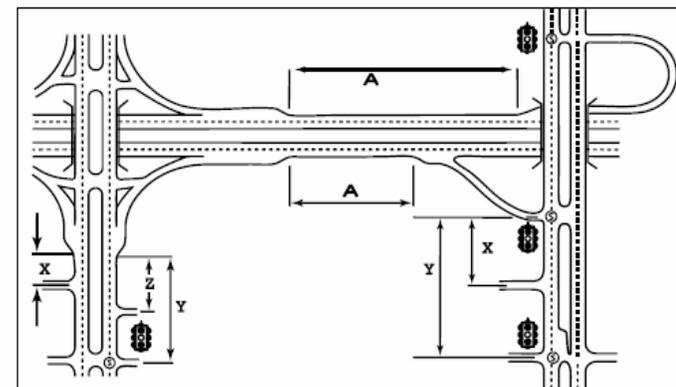
Notes:

- 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
- 2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
- 3) No application will be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal.

Notes for Figure 19:

- A = Distance between the start and end of adjacent interchanges.
- X = Distance to first approach on the right, right in/right out only.
- Y = Distance to first intersections where left turns are allowed.
- Z = Distance between the last approach road and the start of the taper for the on-ramp.

Figure 19: Measurement of Spacing Standards for Table 17



## Implementation

Short-term actions. Detailed access management and street design decisions will be developed by the CRC project [consistent with this plan](#). CRC project staff will [continue to work](#) with the City of Portland, the Bridgeton community, [the freight community](#), adjacent property owners, business owners, and ODOT [staff](#) to establish the final interchange design, [including local street connections, bicycle facilities, and pedestrian facilities and crossings](#). Considerations will include:

- Access and circulation needs of affected property owners, business owners, and residents,
- Design of the Columbia River Crossing project,
- State standards set forth in the OHP,
- City standards related to intersection performance, provision of access, and connectivity,
- Design of roads in the interchange management area,
- Traffic volumes and characteristics,
- [Freight mobility](#),
- [Pedestrian and bicycle accessibility and street crossing needs](#),
- Impacts of access management alternatives on the local street system, and
- Other applicable plans and policies.

The CRC project will construct changes to private property approaches and local circulation that are part of or necessitated by [LPA Phase 1](#) construction of the interchange.

At each phase of interchange construction, existing approaches to the interchange crossroads will be evaluated using ODOT spacing standards and the other criteria listed above. As [LPA Full Build](#) will substantially alter where two of the four interchange ramps connect to the crossroads, access options that are safe and adequate under [LPA Phase 1](#) construction may need to be reevaluated when [an LPA Full Build](#) construction project enters final design, at which time a new Access Management Strategy will be developed consistent with this IAMP.

Medium- and long-term actions. As redevelopment occurs in the interchange area, ODOT and the City of Portland will coordinate through their respective access permitting, building permitting, and land use processes [to ensure decisions are consistent with this plan](#). Affected property and business owners who are redeveloping will be required to apply for access permits on the interchange crossroads within ODOT's jurisdiction (in accordance with OAR 734-051). Opportunities to move in the direction of access spacing standards will be explored where practical.